possibility of some staff working in the same place for more years is not ruled out. The position is, however, reviewed constantly and transfer of staff ordered in phased manner as considered administratively feasible.

Bandra railway station

3493. SHRI MATANG SING: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government's attention has been drawn to the news report in the Pioneer dated 27th November, 1992 under the caption "Bandra railway station goes private";

(b) if so, what is the reaction of Government to the various observations made therein; and

(c) the details of action taken/proposed in this matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) and (c) The continuance/extension of the experiment will depend upon its results. No decision for allowing commercial advertising on Pink City Express and Karnavati Express trains has been taken.

The proposal for commercial exploitation of space over Railway land at Bandra is still in conceptual stage.

Feasibility report of the Rajkot-Veraval broadgauge conversion

3494. SHRI CHIMANBHAI MEHTA:
SHRI SOMPAL:
SHRI SHANKAR DAYAL SINGH:

Will the Minister of RAILWAYS be pleased to state:

(a) Whether the preparation processing of the feasibility report of the Rajkot-Veraval broadgauge conversion in Gujarat is over;

(b) what are the findings on the major aspects of the conversion with reference to total conversion expenses, length of the line of the conversion, time duration of the inclusion of the line in the plan and its completion and the likely income from this project to the Railways; and

(c) at what stage the project is being considered at present?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) Details of the survey done in 1988-89 are as under:-

Length	185 kms
Cost	84.45 crores
ROR	17.7%

(c) The project has been included in the list of works to be taken up under phase-I of the 'Project Unigauge' taken up by the Railways. The work on this project is likely to be taken up in the coming years subject to availability of resources.

Construction of overbridges in Madhya Pradesh

3495. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of overbridges sanctioned during the period 1984 to 1989 and 1989 to 1991 for the State of Madhya Pradesh by Government, with details thereof;

(b) how many of them have so far been completed and on how many of them the work is still going on with the details thereof;

(c) on how many sanctioned overbridges the work has not been started at all;

(d) what are the reasons for non completion of the construction of overbridges or for non starting of work; and

(e) by when Government propose to complete all the overbridges in the State?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) A statement is laid on the table of the Sabha (*See* below)

(d) Physical construction of work is taken up by the Railway as soon as the estimate is sanctioned and State Government/Road Authority completes the formalities and commences the work on the approaches.

(e) Completion time for the construction of Road overbridges depend on the assignment of priority and allocation of funds for the work on bridge approaches by the State Government/Road Authority.

Statement

Road overbridges sanctioned during 1984 to 1989		Road overbridges sanctioned during 1989-91		completed	In progress		Number of road overbridges where work was not started
Place	Year of sanction	Place	Year of sanction	Place	Railways portion	State Government's portion	Ten.
Chindwara	1985-86	Damoh	1990-91	Gwalior Durg	Guna	95% Work not started	
Gwalior	1986-87	Bhilai Power House			Ashok nagar	100% completed 43% completed	
Guna	1986-87		1990-91				
Jaora Road	1986-87	Bilaspur	1990-91		Jabalpur	100% completed 44% completed	
Ashok nagar	1987-88	Between Sewer and					
Durg	1987-88	Bharatpur	1991-92				
Indore	1987-88				Betul	45% progress 10% progress	
Maksi	1987-88						
Nagda	1987-88				Vidisha	100% completed 90% completed	
Jabalpur	1988-89						
Betul	1988-89						
Vidisha	1988-89						
Dewas	1988-89						
	No = 13		No = 4		No = 2	No = 10	

Life Line Express

3496. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to state:

(a) Since when the Life Line Express providing medical facilities to people is in operation;

(b) how many patients have so far been treated together with areas covered;

(c) who have sponsored the projects so far;

(d) what are the future programme of the project; and

(e) whether Railways propose to undertake such project in collaboration